

U. S. makers build 125,716, a gain of 39 pct.

Auto production moves up for week

By Michele Raquepau
Staff Writer

U. S. auto makers assembled 125,716 units last week, an increase of 39.60 percent from the 90,053 of the previous week.

Last week's output was a 22.79 percent drop from the 162,828 cars produced in the comparable 1979 week.

The year's cumulative production of 4,389,977 is a 29.58

percent decline from the 6,233,939 autos built by this date in 1979.

General Motors has the greatest share of year-to-date production with 65.15 percent. GM produced 80,993 units last week.

Ford Motor Co. built 29,215 cars last week and has 19.48 percent of the year's total.

The 11,850 autos built by Chrysler Corp. last week

brought the company's share of the year's output to 9.32 percent.

American Motors assembled 3,571, and has 2.76 percent of year-to-date production.

Volkswagen of America is down for changeover to 1981 model output until Sept. 22. VWoA has 3.24 percent of the year's total.

Checker built 87 units last week and has 0.05 percent of year-to-date production.

Chrysler's Lynch Rd. plant (Chrysler, Plymouth), will be down until Sept. 29 when it is scheduled to resume full production. All other Chrysler auto assembly plants are working regular schedules this week.

AMC's Kenosha plant is scheduled to work regular hours this week.

Truck output rises 42 pct.

Truck production last week by U. S. makers of 31,322 rose 42.15 percent from the 22,034 of the previous week, but declined 34.31 percent from the 47,683 units assembled in the comparable 1979 week.

Year-to-date output of 1,055,374 is a 56.09 percent drop from the 2,403,504 trucks built by this date in 1979.

Ford Motor Co. has 35.86 percent of year-to-date production, and Chevrolet has 29.09 percent.

The breakdown for the other truck makers is: Dodge, 8.84 percent; GMC, 10.35 percent; International, 4.16 percent; Mack, 1.60 percent; Jeep, 5.05 percent; AM General Corp., 0.49 percent; Volkswagen, 1.91 percent, and miscellaneous, 2.65 percent.

Chrysler Corp.'s Warren truck plant is working a regular schedule this week.

Jeep's Toledo plant is scheduled to work regular hours this week.

Car production in Canada climbs 20 pct. for week

Auto production by Canadian makers last week of 14,977 jumped 20.59 percent from the 12,420 units built in the previous week.

Last week's output was a 26.28 percent decline from the 20,317 of the comparable 1979 week.

The year's cumulative production of 571,657 is a 19.00 percent drop from the 705,749 cars assembled by this date in 1979.

General Motors' has the greatest share of year-to-date production with 59.01 percent. Last week, GM assembled 10,832 units.

Ford Motor Co. produced 1,520 autos last week and has 31.21 percent of the year's output.

Chrysler Corp. built 2,400 cars last week. Chrysler has an 8.55 percent share of year-to-date production.

The 225 units assembled by Volvo last week brings its portion of total yearly output to 1.23 percent.

Truck makers in Canada built 10,377 units last week, a 4.80 percent rise over the 9,902 of the previous week, but a 8.91 percent decline from the 11,392 trucks assembled in the comparable 1979 week.

The 350,288 trucks built in Canada this year is a 26.44 percent drop from the 476,216 assembled by this time in 1979.

GM has the largest share of the year's truck production with 47.27 percent.

The breakdown for the other truck makers is: Chrysler, 9.27 percent; Ford, 36.24 percent; American Motors, 3.32 percent; International, 3.45 percent; and Mack, 0.45 percent.

U. S. CAR PRODUCTION

	Week Ended Sept. 13, 1980	Same Week 1979	Week Ended Sept. 6, 1980	Sept. to Date	Jan. 1, to Sept. 15, 1979	Jan. 1, to Sept. 13, 1980
AMERICAN MOTORS	3,571*	4,750	3,571*	7,142*	117,595	121,226*
Eagle.....						
Concord.....						
'76 AMX.....						
Pacer.....						
Spirit.....						
CHRYSLER CORP.	11,850	19,817	8,533	20,383	662,404	409,105
Plymouth Total.....	5,400	8,080	3,969	9,369	266,074	186,319
Horizon.....	3,300	3,441	2,762	6,062	120,905	111,911
Volare.....		3,783			136,986	51,740
'80 Gran Fury.....		538			1,880	13,311
Caravelle.....	100	318	64	164	6,303	4,585
Reliant.....	2,000		1,143	3,143		4,772
Chrysler Total.....	1,300	4,533	1,123	2,423	140,157	54,366
Chrysler.....		2,057			67,017	11,516
LeBaron.....	1,300	2,476	1,123	2,423	73,140	42,850
Dodge Total.....	5,150	7,204	3,441	8,591	256,173	168,420
Omni.....	2,800	2,639	2,134	4,934	106,330	95,923
St. Regis.....		605			22,276	10,724
Diplomat.....	700	1,329	528	1,228	34,485	20,952
Aspen.....		2,631			93,082	36,899
Aries.....	1,650		779	2,429		3,922
FORD MOTOR	29,215	40,156	21,790	51,005	1,571,325	855,246
Ford Division.....	19,585	28,128	14,436	34,021	1,046,438	619,282
Pinto.....		3,906			137,659	68,179
Mustang II/Mustang.....	5,310	8,432	4,225	9,535	278,314	172,003
Fairmont.....	2,334	6,147	2,305	5,139	153,790	162,414
Granada.....	2,899	1,242	1,946	4,845	115,840	59,310
LTD II.....					22,746	
Thunderbird.....	2,939	4,793	2,043	4,982	203,302	84,614
Ford.....	1,684	3,608	1,350	3,034	134,837	62,723
Escort.....	3,919		2,567	6,486		10,039
L-M Division.....	9,630	12,028	7,354	16,984	524,837	235,964
Mercury Total.....	7,973	8,985	6,029	14,002	413,766	207,068
Bobcat.....		1,091			36,463	12,445
Capri.....	1,746	2,290	1,339	3,085	80,998	51,199
Zephyr.....	1,017	1,105	725	1,742	47,378	52,731
Monarch.....		216			50,619	16,409
Cougar/XR7.....	2,636	1,743	1,967	4,603	112,826	35,144
Mercury.....	1,292	2,540	1,052	2,344	85,482	35,842
Lynx.....	1,282		946	2,228		3,298
Lincoln Total.....	1,657	3,043	1,325	2,982	111,071	28,896
Lincoln.....	751	1,533	601	1,352	55,141	11,903
Versailles.....					9,869	1,861
Mark VI.....	906	1,510	724	1,630	46,061	15,132
GENERAL MOTORS	80,993	93,854	56,087	137,080	3,738,042	2,860,157
Buick Division.....	14,842	14,385	8,815	23,657	545,241	547,794
Skyhawk.....		237			16,408	
Skylark/'79-'80.....	3,735	3,085	2,719	6,454	70,997	156,858
Century.....	3,372	1,824	1,805	5,177	38,359	117,800
Regal.....	4,210	4,466	2,140	6,350	191,624	141,572
Buick.....	2,605	3,827	1,819	4,424	188,411	101,938
Riviera.....	920	946	332	1,252	39,442	29,626
Cadillac Division.....	4,385	4,876	2,329	6,714	251,012	135,411
Seville.....	960	409	347	1,307	31,368	23,210
Cadillac.....	2,120	3,406	1,522	3,642	169,388	76,313
Eldorado.....	1,305	1,061	460	1,765	50,256	35,888
Chevrolet Division.....	37,180	44,338	26,495	63,675	1,655,420	1,234,524
Chevette.....	6,935	9,592	6,946	13,881	298,045	329,598
Monza.....	3,135	3,570	2,455	5,590	112,703	120,836
Camaro.....	2,420	4,183	1,722	4,142	199,290	86,640
Nova/Citation.....	9,890	7,576	4,457	14,347	302,620	328,263
Malibu.....	7,065	8,177	5,358	12,423	287,870	183,020
Monte Carlo.....	4,535	4,287	3,038	7,573	171,013	71,493
Chevrolet.....	2,400	6,012	1,880	4,280	348,531	93,471
Corvette.....	800	941	639	1,439	35,348	31,203
Oldsmobile Division.....	11,961	18,722	8,460	20,421	748,020	535,810
Starfire.....		524			15,343	
Omega/'79-'80.....	1,905	1,545	1,335	3,240	33,547	82,706
Cutlass.....	4,901	11,191	3,170	8,071	383,427	269,482
Oldsmobile.....	4,660	4,586	3,749	8,409	277,889	157,476
Toronado.....	495	876	206	701	37,814	26,146
Pontiac Division.....	12,625	11,533	9,988	22,613	538,349	406,618
Acadian.....	490	315	488	978	13,047	15,787
Sunbird.....	3,265	2,074	2,608	5,873	73,441	106,285
Phoenix/'79-'80.....	2,455	1,807	1,379	3,834	56,611	100,753
Firebird.....	1,490	1,020	1,125	2,615	149,765	56,135
LeMans.....	1,430	1,956	1,242	2,672	66,818	40,294
Grand Prix.....	2,555	3,177	2,417	4,972	65,777	45,272
Pontiac.....	940	1,184	729	1,669	112,890	42,092
VOLKSWAGEN		4,171			141,159	142,169
Checker.....	87*	80	72	159	3,414	2,074

Total Cars, N. S. 125,716 162,828 90,053 215,769 6,233,939 4,389,977

CANADIAN CAR PRODUCTION

	Week Ended Sept. 13, 1980	Same Week 1979	Week Ended Sept. 6, 1980	Sept. to Date	Jan. 1, to Sept. 15, 1979	Jan. 1, to Sept. 13, 1980
CHRYSLER CORP.	2,400	3,843	1,878	4,278	82,546	48,900
FORD MOTOR	1,520	5,422	4,700	6,220	220,363	178,388
GENERAL MOTORS	10,832	10,891	5,662	16,494	396,904	337,361
VOLVO	225	161	180	405	5,936	7,008
Total Cars, Canada	14,977	20,317	12,420	27,397	705,749	571,657
N. American Cars	140,693	183,145	102,473	243,166	6,939,688	4,961,634
N. American Trucks	41,699	59,075	31,936	73,635	2,879,720	1,405,662
North American Cars and Trucks	182,392	242,220	134,409	316,801	9,819,408	6,367,296

†—All Acadians and Carvelles are built for sale in Canada. *—Estimated.

TRUCK PRODUCTION IN U. S.†

	Week Ended Sept. 13, 1980	Same Week 1979	Week Ended Sept. 6, 1980	Sept. to Date	Jan. 1, to Sept. 15, 1979	Jan. 1, to Sept. 13, 1980
CHEVROLET	6,710	15,126	4,623	11,333	759,412	307,002
DODGE/PLYMOUTH	2,600	2,737	2,100	4,700	270,169	93,275
FORD	14,427	16,413	9,046	23,473	835,472	378,481
GMC	2,429	6,184	1,609	4,038	258,086	109,239
INTERNATIONAL	1,985	2,812	1,680	3,665	96,743	43,944
MAK	400	811	333	733	26,496	16,834
JEOP	1,905*	2,400	1,905*	3,810*	109,625	53,265*
AM CORP.	238*	450	238*	476*	17,801	5,198*
VOLKSWAGEN						20,183
MISCELLANEOUS	628*	750	500	1,128	29,700	27,953
Total Trucks, U. S.	31,322	47,683	22,034	53,356	2,403,504	1,055,374

CANADIAN TRUCK PRODUCTION

	Week Ended Sept. 13, 1980	Same Week 1979	Week Ended Sept. 6, 1980	Sept. to Date	Jan. 1, to Sept. 15, 1979	Jan. 1, to Sept. 13, 1980
CHRYSLER CORP.	1,600	814	1,267	2,867	40,716	32,472
FORD MOTOR	4,152	3,041	5,695	9,847	170,242	126,951
GENERAL MOTORS	4,100	5,916	2,524	6,634	206,974	165,569
AMERICAN MOTORS		1,057			40,708	11,644
INTERNATIONAL	475	475	384	859	14,934	12,069
MAK	40	89	32	72	2,642	1,583
Total Trucks, Canada	10,377	11,392	9,902	20,279	476,216	350,288
N. American Trucks	41,699	59,075	31,936	73,635	2,879,720	1,405,662

†—Now includes van production.

*—Estimated.

Jeep includes commercial vehicles only. AM General includes government-destined vehicles.

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1.3 million units; 69-day supply

New-car stockpile sliced

By Richard A. Wright
Assistant Managing Editor

It hasn't been the easiest cleanup this summer and the domestic new-car inventory dropped only slightly during August. Efforts to redress the balance between large and small cars have been successful, however, and standards were in shorter supply than subcompact and compact cars.

The industry opened September with a 69-day supply of new cars, down from 72 days on Aug. 1. A year earlier, the industry had a 67-day supply on Sept. 1.

This year's Sept. 1 stockpile

totalled 1,336,595, down from 1,506,681 a month earlier. Despite the lower days-supply level a year earlier, the industry had a much heavier 1,752,661 unit count on Sept. 1 last year.

While the days-supply figure did not drop much from Aug. 1

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to Sept. 1, the unit count was down about 170,000 and the lion's share of that cutback was by General Motors, which lopped more than 135,000 off its total.

Ford Motor Co. and Chrysler

Corp. also cut their unit counts during the month, while American Motors and Volkswagen of America boosted their stockpiles.

• GM had a 60-day supply Sept. 1, down from 67 days a month earlier. GM stocks were generally quite balanced as X-car inventories have been built up and heavy supplies of some larger cars have been trimmed.

Ford Motor Co. opened September with an 81-day supply, unchanged from a month earlier, despite the fact that its unit count was trimmed. While most of Ford's inventory was made up of '80 models, there were some '81s, including about 5,000 Escort/Lynx models.

Chrysler Corp. had a 91-day supply Sept. 1, down from 106 days Aug. 1. Chrysler's stock was also mostly '80s, but included a couple thousand K-cars and a handful of Imperials, the maker's new luxury entry.

AMC also had a 91-day supply Sept. 1, up a bit from 87 days the preceding month. AMC stocks were just about depleted of Pacers.

VW of A had a 45-day supply of U. S.-built Rabbits as the month opened, up from a 34½-day stock on Aug. 1.

The Sept. 1 domestic new-car inventory was divided this way: GM, 56.68 percent; Ford Motor Co., 24.54 percent; Chrysler Corp., 13.66 percent; AMC, 3.09 percent, and VW of A, 2.03 percent.

A month earlier, the new-car inventory was divided as follows: GM, 59.46 percent; Ford Motor Co., 22.76 percent; Chrysler Corp., 13.73 percent; AMC, 2.37 percent, and VW of A, 1.68 percent.

By size class, all segments were trimmed during the month except standards, which remained unchanged, and compacts,

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Stingy Starlet



Toyota's super-economy model

Toyota Starlet with 79-CID engine and five-speed transmission, scored 39 MPG in EPA economy ratings—thus replacing Plymouth Champ/Dodge Colt as most economical gas-engine car. The Starlet has not yet been introduced in the U. S., but will be offered here in three-door version as an '81 model. It is expected to be one of the few '81s—if not the only one—to be priced below \$4,000.

More regulatory relief announced by EPA

By Helen Kahn
Washington Bureau Chief

WASHINGTON. — A second wave of regulatory relief for the domestic auto industry has rolled in from EPA. This time, as predicted last week by AUTOMOTIVE NEWS, it affects light and heavy-duty truck emissions.

EPA predicts it will save U.S. makers million of dollars—on top of the first wave which may save half a billion dollars by changes in high-altitude requirements and an easing of test procedures for 1982 and later models. And there may still be more to come.

In letters sent to the chief executives of the five domestic companies, EPA chief Douglas

Costle said: "In each of these decisions, I have tried to reduce the near-term cost of EPA regulations on the auto industry without compromising our mandate to protect public health and the environment."

There are also other areas in which the companies asked for relief, but Costle declined because of possible negative environmental effects.

EPA has chosen to emphasize areas in auto emission controls where significant savings can benefit the companies and provide near-term cash-flow savings.

EPA announced postponement of the light-duty truck hy-

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Ford plans to buy diesels from BMW, Toyo Kogyo

By Paul Lienert
Contributing Editor

Ford Motor Co. has agreed to purchase diesel engines from BMW for use in the 1984 Lincoln and Mark luxury cars, according to sources in Europe.

In addition, the U. S. auto maker will buy small four-cylinder diesels from Toyo Kogyo, its Japanese partner, for use in future front-drive models, including Escort, in 1982-83.

Ford also is negotiating with several other Japanese firms, including Toyota and Daihatsu, to purchase three-cylinder gas engines for use in a tiny, two-seat commuter car it plans to build in 1984-85, sources say.

Ford is buying the engines because it cannot afford to develop and produce them itself,

sources said.

Ford reportedly has agreed to purchase 80,000 to 120,000 diesels a year from BMW, including four-cylinder, six-cylinder and turbo-diesel units. The same engines will be used in BMW's 5-series and 7-series models. They will be assembled in a new plant in Austria, operated by Steyr-Daimler-Puch, beginning next year.

The BMW diesel is said to feature an unusual design, with the upper engine block and cylinder head comprising a single unit, mated to the lower block. BMW and Steyr plan to produce up to 200,000 diesels a year when the Austrian plant hits full stride in 1982.

Sources say Ford also has agreed to buy up to 150,000

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breaking news

Nissan to build in Georgia or Tennessee

WASHINGTON. — Nissan Motor Co. has narrowed its search for a U. S. plant site to Tennessee and Georgia, the company said last week. Marvin T. Runyon, president of Nissan's new American subsidiary, Nissan Motor Mfg. Corp. USA, said a decision on the location is expected in the near future. The plant will turn out 10,000 Datsun pickups and will require an investment of more than \$300 million.

Jessen slated to succeed Nordmann

DETROIT.—When Karlfried Nordmann retires early next year as president of Mercedes-Benz of North America, he reportedly will be succeeded by Werner Jessen, executive vice president of Mercedes-Benz do Brasil.

Slowdown seen in Japanese car exports to U. S.

WASHINGTON.—Japanese auto exports to the U. S. will slow down for the rest of the year, the Washington Post said last week in a story quoting Trade Minister Rokusuke Tanaka. Japanese papers are saying Toyota, Nissan and Honda have predicted exports will drop, but are denying it is because their government has asked them to adopt "prudent" policies toward exports to the U. S. About a 2 percent reduction is

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Due to bow in next three years on FWD models

GM grooms 10 new small engines

By Paul Lienert
Contributing Editor

General Motors is planning to produce at least 10 new engines in the next three years, all of them designed for use in new front-drive models from the corporation.

Significantly, none of the engines is a V-8.

GM, in fact, is phasing out most of its V-8 gas and diesel engines in passenger cars over the next two to three years, while turning to new configurations, such as a V-4 and slant three.

All five GM passenger-car divisions are involved. Chevrolet, Buick and Pontiac will handle most of the three-cylinder and four-cylinder production for the corporation's front-drive compact and subcompact models, while Oldsmobile is the lead division on diesels. Cadillac is

to concentrate on V-6 engines for larger cars, along with Buick, Oldsmobile and Chevy.

Here's how industry sources see new engine development and production being divided at GM in 1981-84:

Chevrolet is to begin building a new 1.8-liter four for transverse mounting in the Cavalier, its front-drive J-car replacement for Monza next spring. The Chevy 1.8 also will be used in '81 by Pontiac and Cadillac and probably by Buick and Olds in '82.

GM, however, plans to begin importing a 1.8-liter four from Brazil in late '81 for use in the Pontiac J-car. The same engine also may be used by Oldsmobile and Buick in their J-cars, which are scheduled to debut in mid-1982.

Chevy also may produce a larger version of the J-car en-

gine, displacing 2 liters, for use in the '84 X-car (Citation). The division is said to be developing gas and diesel versions of the 2-liter four, which could be shared with the other divisions.

GM's largest passenger-car division also is spearheading development work, along with Buick, on three-cylinder engines for use in the corporation's new minicompact, the S-car, which is due to appear in the U. S. in the '84 model year.

Buick indicates it will simply cut its existing 90-degree V-6 in half to get a three-cylinder block. The division currently is testing a 1.9-liter three (half of its 3.8-liter V-6) in some X-car models; officials say the three-cylinder can be built in displacements ranging from 1.3 to 2.1 liters.

Chevy, however, feels it will

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